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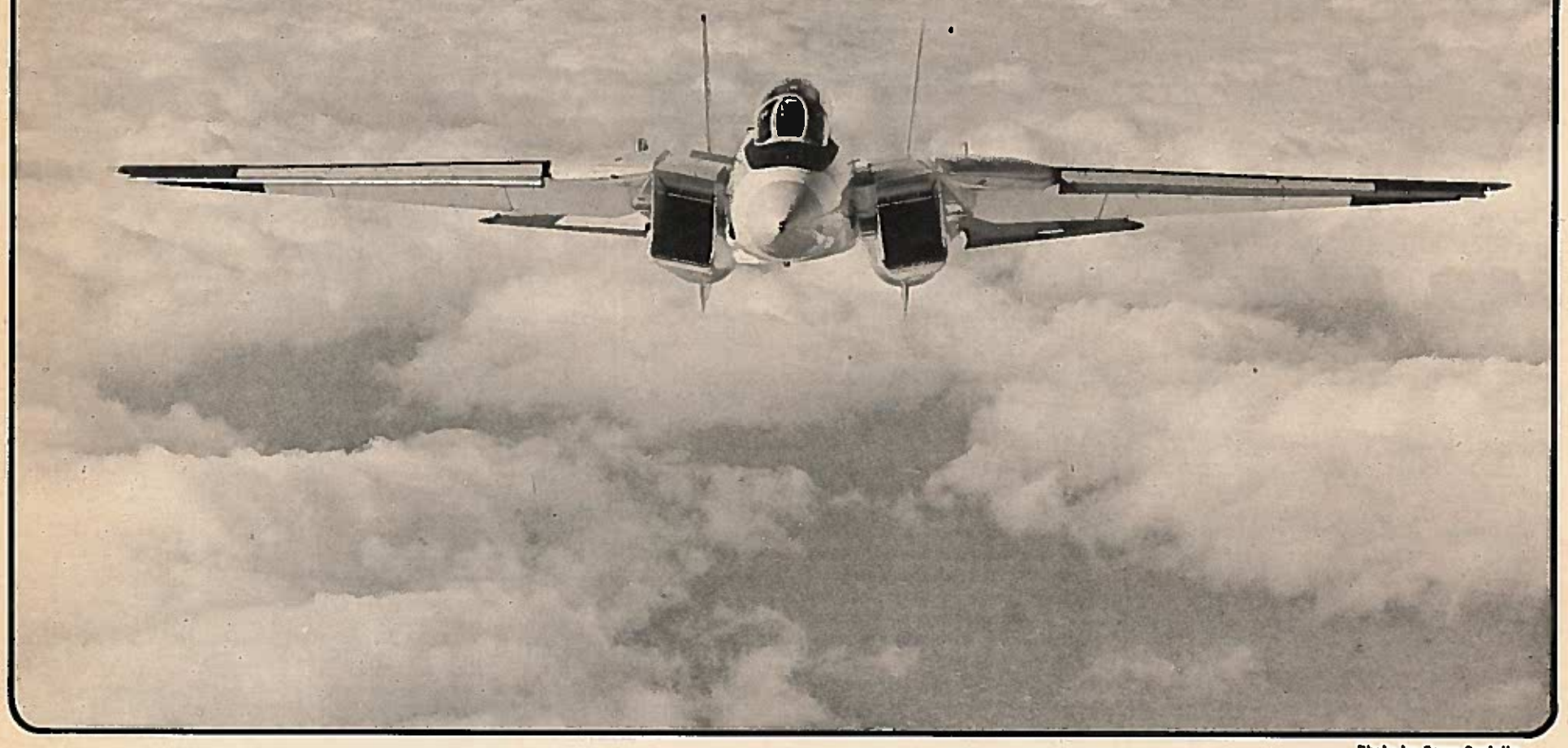

Photo by Gerry Costello

NPE report on Tomcat: 'Outstanding potential for mission'

"The F-14A exhibited outstanding potential for the fighter mission. . . ."

Those good words are found in the recently released Naval Air Test Center Report on the Tomcat's first NPE (Navy Preliminary Evaluation), which began on December 2 at Calverton under the direction of Cdr. George White, team leader, of Patuxent River, Md. The Tomcats involved were aircraft No. 1-X and No. 2, the high-speed and low-speed aircraft, respectively.

"It was a most successful NPE," said Vice President Mike Pelehach, who's in charge of the F-14 Program. "I want to compliment all the people out at Calverton for a job well done, especially Bill Schick and Herb Schmidt, supervisors of Flight Development; Al Marhold, supervisor of Avionics, Plant 8, and Tom Gillen and Kurt Hoffman, Flight Test Vehicle Team Leaders, who made certain that everything was flight-ready when Commander White and his five pilots wanted to fly."

Extraordinary job

Actually, it was an extraordinary job: 39 flights and a total of 79 flight-hours, bettering the average of past fighter NPE's of 18 flights and 20 flight-hours.

Along the way, too, Capt. "Scotty" Lamoreaux, OP-05, F-14 Program coordinator, DCNO (AIR), Capt. Dan McCormick, Chief, Fighter Aircraft Branch, Naval Air Systems Command, and Cdr. Tom Cassidy (who has flown a wide variety of U.S. and foreign military aircraft) had a crack at flying the Tomcat, though they were not on the NPE team. Their view of the Tomcat concurred with that of the NPE team.

Joe Rees, F-14 deputy Project director—and a man with many years of Navy and flight experience—said that the NPE team "took a comprehensive and in-depth look to ferret out discrepancies. There were no surprises to us. Our people had previously identified many of the deficiencies, which in fact, were in the process of being corrected.

"But one of the things that really impressed me were the comments, the words of praise from the Washington Navy office and NAVPRO," said Rees.

According to Pelehach, such praise after a first NPE is rare indeed. And apparently merited, for in addition to the absence of major "crabs" and the accomplishment of getting so many flight hours in such a short span of time, there were other fine achievements, such as making about 245 touch-and-goes, 27 successful in-flight refuelings, a night flight to get a preliminary check of cockpit lighting, and nine supersonic flights on aircraft 1-X totaling 1.42 hours.

All in all, it was a very satisfactory NPE, especially since this occurred within a year of the Tomcat No. 1 crash. "It's been a really great effort by so many, many people," Pelehach said.

As he was saying that, though, his mind was on the future . . . 1-X soon to be flown to 2.4 or 2.5 Mach by Bill Miller . . . No. 2 to test gun firing and to investigate stall characteristics thoroughly (with Chief Test Pilot Chuck Sewell in the cockpit) . . . No. 3, which Don Evans will fly to verify structural loads . . . checkout of weapon systems by Tomcats 4, 5, 6, and 9, all now at Point Mugu, Calif. . . . another NPE in the summer at Calverton and at Mugu for electronics system missile evaluation, firings, and separation. . . . Tomcat 13, the first production aircraft, to move into Calverton's anechoic chamber in April.

"All areas of the Corporation are going to be involved this year," says Pelehach.

Name five to top posts in Production

In a move to complete a long-range, three-year plan reorganizing Grumman's Manufacturing effort, five men have been appointed to new positions by Vice President Tom Johnson, director of Product Manufacturing. These five will report directly to him.

"We've been moving toward the completion of our Operating Unit concept since the spring of 1969," said Johnson. "Last July we launched a number of Operating Units, and now have made these appointments, in a planned series of steps to arrive at the most business-like way of operation for our various diverse Manufacturing Product lines, which are: Tooling, Detail Parts, Machined Parts, Avionics, and Assembly."

Long-timer Joe Cipp was named last month as general manager of Assembly Operations in the Bethpage area: Plants 2, 3, and 4, and the Plant 36 Operating Unit. He is in Plant 2, on Ext. 2572 and reports to Vice President Tom Johnson. He will direct and be responsible for all Product Manufacturing Assembly and related functions in the four plants named.

Since last fall his duties on Johnson's staff have included the establishing of a low-cost, quick-response capability for prototype, mockup, or "one of a kind" articles.

Cipp came to Grumman in 1941 but was away in the Navy from 1941 to 1944. His early work in Bethpage was on the experimental TBF in the just-finished Plant 2. Later, he was program supervisor of Plant 5 Experimental Shop, directing six departments. From 1963 to '66 he was superintendent of Production, Plant 2, and from '66 to '68, general manager of Production at Calverton. He then became Production manager, responsible for manufacture of all aircraft and support hardware. He has worked on prototype, development, and production of nearly all the aircraft built by Grumman for the Navy.

Joe and his wife, Anne, have two sons,

(Continued on page 3)

JPS.

Product Support provides all-around logistic backup on F-14

There was a time, well within the memory of most Grummanites, when the customer—say, the Navy—bought a rugged aircraft and then supported it in almost cradle-to-grave fashion. The customer assumed almost total responsibility, and the prime contractor furnished little if any "support" assistance.

Such was the case with the original Grumman "Iron Works" that produced a long line of strong, dependable aircraft that pilots trusted. That same trust has carried over into today's world . . . but the days of the "simple machine" are over. That era ended after the close of World War II, and certainly by the time of the birth of such airborne integrated electronic mission systems as the A-6A and E-2A. With increasing complexity came a whole new ballgame.

"Almost overnight, in the historical sense, the customer discovered he couldn't do the whole job himself. In fact, he found it necessary to delegate a major portion of the effort to the prime contractor," remarks Vice President Ed Dalva, director of Product Support.

Expanding need

"At first it was a rather simple job of supplying spare parts to keep a fleet of aircraft flying," says Dalva. "But then there came a need for the design of special tools and equipment for maintenance, checkout, trouble-shooting, etc.; for publications to explain to shop crews when, what, and how to maintain aircraft; for special training of shop and flight crews, sometimes employing simulators; for ways to update improvements; for the extension of both on-site and off-site inspections and surveys; and for retrofitting. Suddenly, things changed: The vehicle contractor became responsible for almost everything.

Out of all this came an obvious need for a product-oriented Support Department, one that eventually embraced a spare and service activity. That did not mean that this new department swallowed up everything. As Dalva points out, "We couldn't do it all ourselves. Other areas in the Corporation — such as Manufacturing, Material, Quality Control—perform critical functions in the overall development and production of Support commodities. Their contributions are particularly significant to the cost, quality, and delivery performance of our hardware products, such as ground support and training equipment."

Program alternatives

Yet, Product Support's region of responsibility was, is, and will be quite vast, handling many pieces of the Corporate pie. For example, there's a Systems Technology section in Product Support that's headed by Ken McSweeney. He says that "Our basic task for F-14 and other programs is to pull all of the strands together into one viable package. Our group doesn't design or develop any one Support product. We lay out alternatives for getting the job done at minimum cost consistent with program objectives. Thus, on F-14, we're trying to ensure that the Support system segment of the overall weapon system is what the customer needs to meet his operational requirements—no more, no less—and we're pursuing this goal as objectively as possible to prevent bloated operating costs. We're after maximum operational efficiency."

These goals, of course, must be consistent with other sections in Support and Production for the F-14. There is, for example, a Product Support Equipment Technology effort managed by Jerry Cronin that is deeply involved in the design and development of Support products. Its hardware design responsibility, Cronin says, "ranges from simple mechanical tools to extremely complex electronic test consoles and flight-crew training simulators. We get involved at the very beginning of each new aircraft and space vehicle. We work closely with the vehicle designers who formulate the basic concept, and we follow that design effort every step of the way so that we know, well in advance, the kinds of Support equipment required.

"To accomplish this across all programs we have more than 1,000 people with diverse technical design and engineering skills: people with design knowledge of test and training equipment, structures, mechanisms, optics, electronics, and so on. We do operational modeling; that is, we take a real-world operation, reduce it to simplified equations, and implement it in hardware design. We get into fluidics, hydraulics, pneumatics, environmental controls, electronic packaging, and containers. We also design test stands, tow bars, crash slings, etc. We get into SACE (Semi-Automatic Checkout Equipment) and Mini-SACE (miniaturization). In a Support context, there aren't many things we can't design and build."

Constantly changing

It all starts from the simplest item, whether it stands by itself or is part of a larger piece of equipment. And all of it has to be identified, described fully, and documented. That need generates a large and constantly changing Publications effort — the domain of Fred Barth. It isn't easy, for as Barth says, "Everything must be described on paper in a way that enables the customer to operate and maintain it properly. We interface with almost everybody involved in the design, manufacture, test, and use of Grumman-built equipment. Our tech manuals 'cover the waterfront'—for fighter pilots, bombardier/navigators, ECM operators; for the 'whitehat' doing maintenance on the flight deck or in a hangar; for the Navy shop technician troubleshooting an electronic black box; and for the overhaul specialist at a depot to rebuild complex components. We have to spell it all out, in step-by-step detail, because misinterpretation might result in loss of an aircraft and its crew."

All this ties in very closely with the training chores. The instructors in Plant 39 have to know about everything there is to know about F-14. It begins with the question: "What types of Navy skill ratings should be trained first?" for these are the people who form the core that will introduce Tomcat to the Fleet. That selection process is done by the Navy. Then it's up to Don Wolf and his Plant 39 crew.

Making certain. **Product Support engineers Tony La Vardera and Walt Meinck study drawing of the Naval Air Maintenance Trainer as part of a check of discrepancies. At right, Vice President Ed Dalva, head of Product Support, meets with Harry Kline (R) in planning session. (Photos by Fred Annette)**

"Once we've become knowledgeable about F-14 systems," says Wolf, "there's the tough job of converting knowledge into precise training plans—course outlines, lesson plans, visual aids, and so on. And throughout this preparation phase, we have to keep in mind the problems of retention—how to do the job so well that our Naval students will remember the lessons and later perform effectively, even though the first aircraft they work on is not physically on hand now."

Advance cadres

After these advance cadres are trained, a team of Navy instructors will be "honed to a fine edge" (in Wolf's phrase) and then the entire training package will go to the Navy's school system. A major element of this package is the maintenance training equipment and ground support equipment (GSE) designed and developed by Product Support's Equipment Technology area.

The other side of this in-depth training effort is just as demanding, as Jacques Graaf of Nick Scobbo's Field Service organization relates. "We must have well trained Grumman reps physically present when the Tomcat arrives at a Naval operational site such as, say, Pax River or Miramar. The reps have to assist the customers and provide an immediate feed-back loop to Bethpage, wherever they're stationed, here or overseas. We've been selecting these people for more than a year, and finding the right person isn't easy: He has to be an expert on both the practical and theoretical side; a person who relates well with others; someone who can troubleshoot while guiding and teaching; a guy who's an 'ambassador' for the Company; and finally, somebody who's prepared to relocate at any time as field site requirements dictate. And bear in mind that it's not just one, two, or three such people but entire teams of field reps we're after."

(Continued on page 12)

Adm. McClellan, NASC chief, signals 'Well done!' on E-2B

A unique field reliability demonstration by Grumman's E-2B has resulted in a "Well done!" from Rear Adm. Thomas R. McClellan, Commander, Naval Air Systems Command.

It was more than just praise from afar . . . or a form letter that, however well intended, lacks the punch of conviction. It was much more than that on at least two counts:

It was hand-delivered by the Naval Plant Representative at Bethpage, Capt. Robert Belter; and it was presented, in a brief ceremony, to Bill Zarkowsky, President of Grumman Aerospace.

Unique demonstration

Admiral McClellan's letter noted that the "demonstration was unique in several important areas:

- "It extended the contractor's liability for his own equipment far beyond contractual agreements.
- "It permitted equipment reliability modifications resulting from the test to be evaluated and introduced concurrently with the test.
- "It did not interfere with fleet operations or request any active participation of organizational level fleet personnel.
- "It provided fleet operators with detailed comparative maintenance data and indicated areas where improvements should be made.
- "It provided the contractor and the Navy with a statistically significant data base to validate reliability predictions.
- "It represents a precedent in the contractor's assumption of risk for his equipment performance in an uncontrolled environment with the Navy as arbiter of failures.
- "It provided a design level engineering evaluation of every anomalous event which caused a documented maintenance action in eight (8) months of fleet service of the equipment in all operating environments."

The Admiral added that "In this time of National concern and criticism of the so-called 'Military-Industrial Complex', it is especially noteworthy that this demonstration was conducted at no increase in contract price. Well done!"

Praise from chief. Capt. Bob Belter, Naval Plant Representative at Bethpage, reviews with President Bill Zarkowsky congratulatory message sent by Rear Adm. Thomas McClellan. The Commander of Naval Air Systems Command commended Grumman on reliability demonstrated by E-2B Hawkeye. (Photo by Fred Annette)

Avionics group in Plant 5 shift

In a further consolidation of Corporate plant facilities, the roughly 900 people now in Plant 33 will be relocated in Plant 5. The move should be accomplished by July.

Augie Walsky, general manager of Plant 5, says there are several reasons for the shift. "One is to make a more efficient operation. Instead of having duplication of activities, as is the case now, everything will be centered in one area especially laid out for efficiency of operations. Similar and related functions will be grouped together."

Walsky also stressed the better communications that will result from having "everything we need in one area."

Those involved in the relocation are basically production, support, and engineering people, on programs such as F-14, E-2C, and EA-6B. As soon as the Plant 5 area is cleared (many machines now in 5 will be moved to Plant 3) and re-arrangements of facilities areas are completed, the evacuation of Plant 33 will be consummated.

The hub of the new operation will be the electronics supplies stock room, which will feed all of Plant 5. The old OAO room will be used for electronic harnesses plus DITMCO, an automated checkout support facility; and ground support trainers will be housed in the north part of the assembly floor. "This does not mean that OAO and LM will vanish; we'll continue to support them."

Jack McNamara, head of Facilities Maintenance, Phil Vassallo, director of Machine Operations, and Gene Buckley of Industrial Engineering, and their staffs, have all been instrumental in planning the move.

Walsky emphasizes another critical point, too:

"Everybody involved had a keen eye on the Space Shuttle program. We made certain there was ample space open for that."

Name five to new posts in Manufacturing

(Continued from page 1)

23 and 17. They live in Lake Ronkonkoma.

Al Hall, promoted to director of the Detail Parts Department in 1971, is now directing all Plant 2 Product Manufacturing Departments, with the exception of the Major Assembly Departments, the E-B Welding and Assembly Tool Fabrication Departments, "as part of his responsibility as general manager of the Detail Parts Operating Unit." He is charged with developing and applying the necessary resources and technical management to insure the efficient operation of these activities.

Hall came to Grumman in 1963 after 24 years in the Navy. He worked on the F-111 Program and in Business Development on the A-6A. He was staff assistant to the director of Product Manufacturing and then deputy director of Machining Operations. In 1969 he was promoted to director of Machining Operations. Hall is in Plant 2, on Ext. 1854.

The Halls have two daughters. They live in Huntington.

Augie Walsky, assistant to President Lew Evans of Grumman Corporation and since December director of Production Avionics for Grumman Aerospace, was named recently as general manager of Product Manufacturing, Plant 5, in addition to his other responsibilities. His twofold manufacturing duties are these: He is directly responsible for the Plant 5 Operating Unit and Avionic manufacturing activities in Plant 14 and 26, and for Product Manufacturing Instrumentation. As Plant 5 general manager, Walsky is responsible for establishing and implementing manufacturing policies and procedures for development and production of Avionics throughout Product Manufacturing. All of the personnel-related functions necessary to maintain an effective Avionics manufacturing work force come under his jurisdiction. He is in Plant 5, on Ext. 3160.

Walsky joined the Company when he was still, in his early years, interested in dog racing. "There were more electronics in the dog track than in the airplane in those days," he recalls. "You could get the whole wiring diagram of an aircraft electrical system on an 8x10 piece of paper." He remembers the first radar, the first night fighters. "My first electric totalizer for one of our tracks was the forerunner of today's computers." From about 35 in "Electrical" at Grumman in 1940, he watched the scene change to 4,300 in Electronics "in our peak year of 1967."

Stan Wiercinski was named general manager of the Product Manufacturing Calverton Operating Unit, in which capacity he is responsible for all Product Manufacturing functions at Plants 6, 7, and 8. Wiercinski studied Engineering at Clarkson School of Technology and served in the Air Force, 1951-55, a year of that time in Korea.

He joined Grumman in '55 and went on to become assistant foreman, then foreman, of Electronics Repair, Plant 6

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Joe Cipp

Al Hall

Augie Walsky

Navy crew. Lt. Cdr. Bill Hennessy (L) of the Naval Plant Representative's Office at Bethpage, Lt. Tom Bunge, NPE team leader from NATC, and ATC Bill Olson (R) of the Fleet Computer Programming Center, Pacific, get settled at radar consoles in back end of Hawkeye while preparing for avionics test flight. NPE team conducted preliminary evaluation on E-2C's new systems. (Photo by Fred Annette)

Navy flight team at Bethpage for initial E-2C systems tests

The first official test of the E-2C Hawkeye and its new avionics systems got underway last week at Bethpage as a Navy team began preliminary evaluation of the aircraft. The Navy Preliminary Evaluation (NPE) team, headed by Lt. Tom Bunge, is comprised of pilots, radar officers, and engineers. During their stay, they flew the Hawkeye to test its many new systems, including overland radar, computer, and inertial guidance system. The trials were expected to have been completed yesterday, Thursday, February 10.

Another NPE is scheduled for October at Bethpage, and following that comes the big test—Bureau of Inspection and Survey (BIS) trials at the Naval Air Test Center, Patuxent River, Md.

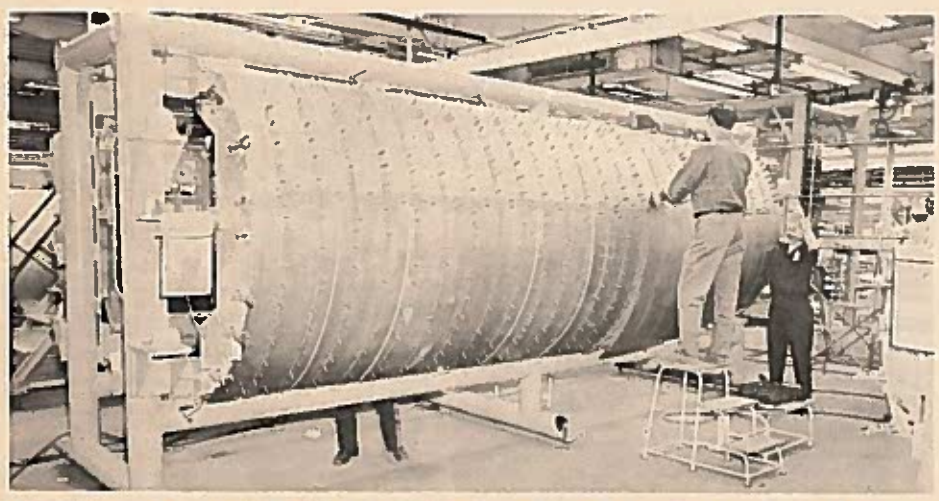
While the Navy team—and the Grumman flight development team—continue testing the new Hawkeye, production is picking up on the E-2C.

According to Tom Carisiti, E-2C Product Manufacturing manager, all major components for No. 1 production E-2C are on schedule, with delivery of these items to Calverton set for early May. That is a major step towards a first production flight of the Hawkeye, scheduled for September 1972.

Next Monday, February 14, the first E-2C fuselage will be joined at Plant 36, where the forward sections for aircraft No. 2 and 3 have been started.

To date, says Carisiti, more than 20,000 detailed parts have been produced for the first 11 production Hawkeyes.

The Hawkeye, with its advanced avionics systems, will provide the Fleet with a defensive umbrella against air and sea intruders. Its overland — as well as oversea—radar capability, advanced computer, and inertial guidance system permits the Hawkeye crew to perform airborne early warning of attack and intercept-control missions, and also aid in air-sea rescue.



Hawkeye on schedule. E-2C fuselage is one of major assemblies being fabricated at Plant 36. More than 20,000 parts have already been completed for production Hawkeyes. (Photo by Bob Settles)

Here and there . . .

Lew Evans, Chairman of the Board of Grumman Aerospace, received a letter recently from Sol Linowitz, chairman of The National Urban Coalition, thanking him for Grumman's support of the Coalition in its effort to overcome the problems facing the nation's cities. . . .

The patients are probably still there, still feeling grateful to the Navy Plant Representative's office and to Grumman employees who brightened their Christmas season with an outpouring of gifts. The C.O. of St. Albans Naval Hospital, Capt. G. H. Tarr, Jr., wrote a warmly appreciative letter to Capt. Bob Belter, Naval Plant Representative, Plant 35; he, in turn, wrote notes of thanks to two Navy Office girls, Jo Grimaldi and Elaine Montaperto, for their thoughtfulness and "for a job well done" in organizing the effort and in distributing the gifts to the hospitalized veterans.

He's spreading the word . . .

In a feature story by Bob Keeler called "Transplant - The Dear and Glorious Life of Richard Cope," Newsday devoted four pages of text and photos on February 5 to the indomitable and now famous Grumman engineer with somebody else's heart. His heart transplant, done by Dr. Norman Shumway of Stanford University Medical Center in October of 1970, keeps Richie Cope alive. His gratitude for the help of people near and far keeps him dazzled with the wonder of being alive. He has been on the David Frost Show and is chairman of the 1972 campaign for the Suffolk Heart Association. Since November he has given about 80 speeches, helping to raise research funds and explaining the transplant operation and the need for heart donors. Cope works as a methods engineer in Plant 6. Grumman and the Federal Government have financed much of his expense, he points out.

Top brass visit Bethpage

It was fast, information-packed, and—according to participants—the highlight of the tour: Grumman's briefing of almost 30 senior foreign naval officers, held recently at Bethpage.

The annual event, sponsored by the Naval War College, is designed to "supplement . . . class room studies in management and economics . . . (including) briefings on corporate structure and philosophy, labor policies, and international operations." This time, the foreign naval "students" were briefed on Grumman Health Systems, our hydrofoil work, the application of new technology, and selected test equipment. The group also saw an F-14 film.

Grumman's host coordinator was John Mason of Grumman International. (Photo by John Boles)

Name suggestion awards committee

President Bill Zarkowsky has re-appointed to the Corporate Suggestion Awards Committee for an additional term of one year Tom Main, director, Material & Process Engineering, Plant 12, chairman of the Committee; Frank Huether, manager, Measurements Standards; and Bill Lamberta, Product Manufacturing manager on the Space Shuttle.

Appointed to two-year terms are Nat Busi, director of Accounting; Frank Edwards, director, Flight Acceptance Department; Pete May, general manager, Plant 27; Al Schuckle, director, Inventory Management.

This committee, working in conjunction with the Corporate Suggestion Office under Joe Milillo's direction, meets on a monthly basis to select the awards for the month, and at the end of the year to assist in determining the annual awards.

Family protection:

Grumman insurance offers help to you and your family during minor scrapes and major catastrophes

If your wife broke her arm, the oldest boy got a concussion playing baseball, and you yourself developed a serious kidney ailment all in the same year, where would that leave you?

Perhaps you have been one of the luckies up to now, but do you know what insurance coverage you really do have at Grumman? Do you know about Long-Term Disability? Short-Term? Major Medical? Surgical? Emergency treatment? Aviation accident insurance?

"We have an insurance program we feel is superior to most others in the aerospace industry," says Dan Knowles, Grumman Personnel director. "Grumman is concerned about its employees. Obviously, in the tougher situations, an employee couldn't possibly afford some of these benefits—they'd be too expensive for him to afford as an individual subscriber. It's only because of the size of Grumman that we are able to be, for all practical purposes, self insured."

Q: You mentioned kinds of insurance. Will you give a general idea of what coverage Grummanites have in addition to hospitalization and life insurance?

DK: Yes, but please understand that this is general. All the contingencies can't be gone into. The Grumman "Insurance Benefits" booklet is much more detailed, and in specific situations you should contact our Insurance group.

Disability pay

Q: Will you describe what Short-Term Disability does?

DK: Grumman's Short-Term Disability plan provides up to a maximum of $100 a week, tax free, for 26 weeks of being disabled—that is for off-the-job injury or sickness. That's higher than the legally required benefit that all companies must provide for their employees. Job-related injuries are covered by workmen's compensation.

Q: The Company does have a legal obligation?

DK: Yes, it's required by New York State, for example. However, there's nothing to stop the Company from having its own program to provide more than the state requires. Presuming you get pneumonia, you go to the hospital for two weeks, then home to recuperate. After a seven-day waiting period (your paid-absence allowance could be used for that period), you start receiving insurance payments until your doctor allows you to return to work.

Q: Please explain about Long-Term Disability.

DK: Most companies that have introduced Long-Term Disability have limited their plans to management personnel or supervisory personnel. Ours applies to all our employees. "Long-Term" is the plan that guarantees 50 percent of your income from all sources in the event that you are disabled either permanently or for a long period—a period exceeding 26 weeks. Should a person have a stroke at age 45, for instance, and did not have Long-Term Disability, he would end up finding it almost impossible to support his family for the next 20 years.

Q: In this case, it could last for 20 years?

DK: Yes, Long-Term Disability takes over where Short-Term benefits end. Long-Term benefits begin with the 181st consecutive day of total disability and the benefit payments continue without interruption for as long as you remain totally disabled, limited to the first of the month following your 65th birthday.

During the first two years of a benefit period your benefit is payable for a disability that prevents you from performing the duties of your regular job. After two years, however, the payments continue only if you are unable to work at any substantially gainful occupation for which you are, or could become, qualified.

Extended coverage

Q: What about Major Medical insurance?

DK: Next to Long-Term Disability, I think I'd rate Major Medical the second most important insurance program we have. It provides for expenses up to $25,000 for any one injury or sickness. So, that really means that every member of the family is covered up to $25,000 for any specific injury or illness.

Again an individual, if he has an illness without coverage, may find it difficult to scrape together two or three hundred dollars to take care of his medical bill. But the really big problem comes in when the bills run up to $4,000, $10,000, $15,000, or even $25,000.

Q: It's hard to imagine such catastrophes. Do they often happen?

DK: Ask John Ince, Insurance & Benefits manager. He's close to these things.

JI: Here are a couple of instances out of our recent files.

R.V., a Grumman employee, has a severe heart condition and is in and out of the hospital. He has a son in his teens with a heart condition and chronic bronchitis. In 1970 and 1971 V's insurance paid $11,162 for his own hospitalization, $2,473 for Major Medical, $550 for surgery. His son's hospitalization insurance paid $12,726; surgery, $152; Major Medical, $1,031. Total in two years, $28,094. That's hard to believe, isn't it? A crushing total if he had had to pay it himself.

Dan Knowles
Reviews insurance coverage

In 1970, J.L., another Grumman employee, had a gall bladder attack, followed by a hernia which required surgery, and then a liver ailment. Insurance checks paid to him for hospitalization have amounted to $13,459 thus far; X-Ray and Lab, $115; surgical, $1,103; Major Medical, $1,378. His wife at almost the same time had to be hospitalized, and her bills paid by Grumman insurance amounted to $3,631 for hospitalization; X-Ray and Lab, $8; surgery, $660—a total in two years for this couple of $20,354.

To show how heavy it can get, Grumman processed 6,093 claims in January alone and mailed out 7,153 insurance checks.

In emergencies

Q: What about the emergency (outpatient) situation, the one announced recently in Plane News?

DK: Two changes have been made to take care of emergency treatment. Say your youngster falls off a swing and cracks her head open. She's taken to the hospital and it costs $15 to have stitches put in. A week later your family doctor takes the stitches out. Formerly, the emergency treatment part covered the patient for only 24 hours—in other words, you had to seek and receive medical treatment of an injury within 24 hours of its occurrence. Now it's 72 hours. And we've added six weeks for post-injury treatment for this kind of accident. (There's a maximum of $100 for any one accident).

Q: Besides 365 days of hospitalization protection, we also have surgical?

DK: Yes. Surgeon's fees to a maximum of $550, as itemized in the Insurance Benefits booklet, are payable for a surgical operation resulting from non-occupational accident or sickness. Of course, if surgeon fees run higher than the insurance schedule allows, Major Medical helps out in this area.

Q: Our aviation insurance: how does that work?

DK: That gives added protection to families when Grummanites have to travel by air on Company business.

In this country, the individual is covered by insurance for periods when he is in flight while performing a duty for the Company. Overseas assignments are covered for the entire period of assign-

(Continued on page 12)

Company-paid insurance. **Heavy hospital expenses are picked up by Grumman under Hospitalization and Major Medical insurance plans. Every member of family is covered. (Sketches by Craig Kavafes)**

service milestones

35

John W. Roth Jr., Mfg. Tests (4)
Milton H. Guttenberger, Government Prog. (17)

30

Walter Mashkow, Fuse. Fwd. (1)
Franklin C. Hardenburgh, Struct. Des. (1)
John F. Callahan, QC Prog. Mgmt. (1)
Henry A. Granberg, Tanks & Ducts (2)
Ernest Takats, Assem. Meth. & Plng. (2)
Merian W. Dzialakiewicz, Meth. Engg. (2)
Dominic Graziose, Jigs & Fix. (2)
Arthur J. Vitoch, Mach. Shop (2)
Henry J. Piaseczny, Form Block (2)
Steven Doktor, Fluid & Mech Tool & Equip. (2)
Thomas G. Oborn, Assem. Tool. (3)
Howard F. Strobel, Veh. Prod. Engg. (3)
John S. Gresser Jr., Surf. & Assem. (5)
Walter F. Baldwin, Space Mgmt. & Staff (5)
William Nidositko, Space Mgmt. & Staff (5)
Gustav E. Witt, Engg. Serv. (5)
William J. Burns Jr., Proj. Engg. (5)
Louis V. Bartik, Prod. Ctl. (6)
William J. Peterson, Assem. Tool. (6)
Ellwin H. Luerssen, Prod. Ctl. (7)
Oscar E. Ousterman, Maint. (12)
Frank A. Hetzel, Meas. Std. Lab (12)
Charles E. Merkle, Lab Test (14)
Walter S. Keena, B/P Whse (17)
Leo Fischer, Crit. Mat'l. Ctl. (21)
Edward F. Houghton, Purch. Mgmt. & Staff (30)
Lester A. Seeley, Mach. Parts (30)
Frank Vagnoni, P/S Prog. Supply Staff (30)
Harold Smith, P/S Prog. Supply Staff (30)
Achille T. Barbero, Mech. Sys. Staff (35)
Carl Hoffman, QC Prog. Mgmt. (35)
James T. Gallo, Uphol. (36)
Robert S. Davis, Calverton Whses. (37)
Catherine J. Pescitelli, Payroll (40)
Benjamin B. Tooker, Finance & Admin. (77)
Charles Stanley, QC Supplier 87)

25

Frank T. Agiesta, Crit. Mat'l. Ctl. (1)
Raymond Cornell, Cadmium Plate (2)
Martin A. Ferlin, Prototype (2)
Philip J. Ragona, GSE Mech (2)
Joseph Naso, E. B. Weld. (2)
Robert Sealey, Out-of-Prod. Spares (2)
John A. Dejana, Out-of-Prod. Spares (2)
Constanto F. Piazza, Jigs & Fixtures (2)
Edward J. Cavagnaro Jr., Insp. Mech (2)
Paul Wiedenhaefer, Adv. Aircraft Sys. (5)
George R. Cordes, Avionics Prod. Mgmt. & Staff (6)
Frank Jackalone, Insp. Mech (6)
Walter Roback, Sub-Assem. (27)
Francisco V. Pardo, Ctr. Sect. Sub-Assem. (27)
Andrew S. Michalowski, Insp. Mech (27)
Agostino Mandola, Rqmts. Plng. (30)
Bernard Miller, Avionics Inst. (33)
Thomas F. Caputo, Prod. Ctl. (36)
Joseph W. Sykora, Fuselage Join. (55)

20

Anthony J. Mazzella, Prototype (1)
John J. Cherry, Sub-Assem. (1)
Stephen L. Dorniak, Elect. Fab (1)
Jack H. Woods, F-14 Prod. Mgmt. (1)
Donald F. Lang, Insp. Mech (1)
David Fendel, Heat Treat (2)
Raymond Schmitt, Controls (2)
Dominick N. Pette, Prod. Ctl. (2)
Joseph Marra, Prod. Ctl. (2)
Thomas G. Schindler, Assem. Methods & Plng. (2)
George R. Klein, Methods Engg. (2)
Herbert W. Baas, Methods Engg. (2)
Eulla Parris, Tech Serv. (2)
Patsy Lamberti, Insp. Mech (2)
Jerry J. Paradise, Small Parts Fab (3)
Harry A. Rafter, Small Parts Fab (3)
Joseph Niemczyk, Alodine (3)
Joseph P. Kane, Chem Mill (3)
Arthur W. Hoffman, Wing Sub-Assem. (3)
Theodore W. Durkalski, Fuselage Assem. (3)
James F. Coy, Honeycomb Prep. (3)
Anthony L. Rollero, Mfg. Tests (3)
Donald F. Otten, Mach Oper. (3)
William Williams, Maint. (3)
Russell L. Owen, Facil. Maint (3)
Arthur W. Glynn, Static Test (5)
Joseph C. Hasselman, Inst. A/C Test (6)
Howard G. Van Schaick, Assem. Methods & Plng. (6)
George Solms, Plt. Stores (6)
Frederick W. Schultz, Jig Details (6)
Stanley L. Seaman Jr., Elect. Test (7)
James De Carmine, Maint. (12)
August E. Mirabell, Facil. Maint. (12)
William L. Pagels, Chem. Engg. (12)
Ralph A. Lange, Meas. Std. Lab (12)
Harry M. Barager, Fluid Pwr. (15)
Hans Thermann, Invent. Ctl. (21)
James Goley, Facil. Maint. (25)
James J. Sullivan, Fiberglass (27)
Edwin H. Reid, Sub-Assem. (27)
Clinton Hollings, Sub-Assem. (27)
Peter Manganiello, Fuselage Join. (27)
Wesley Rusin, Sub-Assem. (27)
Alexander Cappeller, Insp. Mech (27)
Dominick Lucatuorto, Invent. Ctl. (30)
Marco Valenzio, Gen'l. Purch. (30)
Warren W. Bender, Eqp. Engg. (30)
Lawrence Berg, Propulsion (33)
Sigmund Niewierowski, Prod. Rel. (33)
Charles Greco, Prod. Mfg. Admin. (33)
Arthur I. Darcy, Plt. Stores (33)
Vincent Borello, Support Plans & Prop. (34)
James E. Winding, P/S Prog. Ctrls. Mgmt. (34)
Ruth G. Peyrat, Info. Rec. & Serv. (35)
Robert C. Rattazzi, Stds. (35)
Andrew H. Gelderman, QC Qual. Engg. (35)
Frank J. Csecs, QC Admin. & Prog. (35)
James Sullivan, Uphol. (36)
Clifford Seifried, Surf. & Assem. (36)

(Continued on page 7)

Happy anniversary!

F. T. Agiesta | R. Cornell | M. A. Ferlin | P. J. Ragona | J. Naso | R. Sealey | J. A. Dejana | E. J. Cavagnaro Jr. | P. Wiedenhaefer

G. R. Cordes | F. Jackalone | W. Roback | F. V. Pardo | A. S. Michalowski | A. Mandola | B. Miller | T. F. Caputo

Old gunfighter meets up with new breed

A couple of celebrities got together recently at Point Mugu: Tomcat (naturally) and Walter Brennan, actor in many a "wild west" flick. The word from Point Mugu, site of the Pacific Missile Range, is that Tomcat has become a popular attraction for personnel of the military, Executive branch, congressional committees—and entertainment personalities.

Brennan said he was gratified to learn of the efforts being made to maintain our air superiority, but confessed he had no in-depth knowledge of airplanes. "Now when it comes to horses. . . ."

At right, Brennan is shown with Rear Adm. H. S. Moore, Commander Pacific Missile Range; Capt. Ernest Stacey, Commander CB Center, Port Hueneme; and Tom Brancati, Grumman F-14 Base manager. With his back to the camera is Adm. Ben Morrell (USN Ret.), who organized the Navy Seabees.

There are now four Tomcats at Point Mugu for weapon systems development and test: Tomcats 4, 5, 6, and 9. All will be run through SITS (System Integration Test Station) and tie in with the AWG-9 weapon system.

service milestones

20

(Continued from page 6)

Robert J. Grimston, Router & Shear (37)
Richard J. McLaughlin, Mgr. Assem. & Test Oper., KSC (83)

15

Joseph L. Beine Jr., Prototype (1)
Lawrence Beck, Fuselage Fwd. (1)
Albert Schrage Jr., Fuselage Join. (1)
Edward Peck, Elect. Fab (1)
Raymond F. McCormick, Mfg. Test (1)
John R. Brown, F-14 Mfg/ Funct. Mgmt./Staff (1)
John Di Salvo, F-14 Prod. Ctl. (1)
Robert D. Zupp, Pwr. Plt. Des. (1)
John E. Derrico, Conf./Data Mgmt. (1)
Haridt Hopping, Steel Parts Assem. (2)
Ferdinand V. Csadenyi, Wing Inner Panel & Combo (2)
Ralph Desiena, Mach. Shop (2)
John J. Toner, Stress Relieve & Hot Form (2)
Matthew Spencer, Methods Engg. (2)
Henry K. Liebergall, Planning (2)
Louis A. Sales, Prog. Mgmt. (2)
Louis Hahn, Form Block (2)
Gunnar C. Lindblad, Tool Ctl. (2)
Stanley Sklarow, Fluid & Mech Tool & Equip. (2)
William R. Bode, Tech. Serv. (2)
Joseph Ulmer, Facil. Maint. (2)
Jerome P. Matthews, Insp. Mech (2)
Walter Corlett, ESO (2)
Anthony Benevento, Conven. Mach. (3)
Vincent Buonocore, Conven. Mach. (3)
Robert Craig, Wing Sub-Assem. (3)
Gordon F. Zaino, Fuselage Assem. (3)
Robert W. Fritz, N/C Mach. (3)
Dominick Maimone, N/C Mach. (3)
Chester M. Houseknecht, Honeycomb Prep (3)
Charles B. Cannon, Honeycomb Final (3)
Alfonso Ciampa, Mach Oper. (3)
Frank Marinaro, Mach. Oper. (3)
Richard Hawkins, Inven. Ctl. (3)
Elie J. Gendron Jr., Prod. Ctl. (3)
Oliver Wade, Maint. (3)
Percy D. Smith Jr., Maint. Ind. Ctrl. (3)
Frank E. Helm, QC Lab (3)
Joseph Ruggiano, Final Assem. (4)
Henry J. Appel Jr., Equip. Lines (4)
Eugene Corvi, Convent. Mach (5)
Clifford E. Schatzlein, Static Test (5)
Milton H. Dutton, Maint. (5)
Charles Giardino Jr., Present. Serv. (5)
Laurence Van Wallendael, Present. Serv. (5)
Robert J. Condoliff, Alighting Gear/Armament (5)
Anthony A. Geraci, Drop Test (5)
Charles R. Walthers, Environ. (5)
Craig H. Langwost, Ops. Anal. & Plng. (5)
Bernard A. Flanagan, Ind. Engg. (6)
John A. Lockwood, Facil. Maint. (6)
William McSteen, Flt. Devel. (7)
Mark F. Borrelli, Aircraft Sys. (7)
Ernest Galfus Jr., Insp. Mech (7)
John Matthew, QC Lab (10)
Frederick A. Wagenhauser, Tool Fab. (11)
David M. Layton, Mat'l & Process. (12)
William Wypyski, PPO - E-2 (15)
John G. Schreiber, P/S Bus. Ctl. (15)
Oscar H. Smith Jr., P/S Sys. Tech. Mgmt. (15)
James Strup, P/S Prov. Doc. (15)
Ramon De Aquino, Oper. & Plng. (15)
Walter R. Stubbe, Conf. Data Mgmt. (15)
John Waters, Plt. Prot. (18)
John J. Mariscalo, Trans-Oper. (20)
Silvio Derespinis, Struct. Des. (25)
Arthur J. Katz, Adv. Space Prog. (25)
Robert Devries, Sub-Assem. (27)
Joseph Zielinski, Fuselage Join. (27)
Ellis R. Atwell, Pers. Admin. (28)
Michael L. Wolski, Insur. Rec. (28)
James R. Stirling, Equip. Engg. (30)
Alfred Giardian, GSE Mech. (33)
Alfred R. Steuart, Wire Prep (33)
Carl P. Fagioli, P/S Engg. Plng. (34)
Jean Zach, P/S Secry. Serv. (34)
George Katz, Struct. Des. (34)
Raymond J. Mayerle, Conf. Data Mgmt. (34)
James J. Battista, Struct. Des. (35)
John J. Connelly, Electro-Opt. Des. (35)
Mathias A. Speidel, Life Sciences (35)
Arthur Lorelli Jr., Insp. Mech (35)
Carmela Urban, QC Prog. Mgmt. (35)
Anthony Viorritto, Uphol. (36)
Joseph Grusauskas, Tech. Ops. (77)
Robert T. O'Connor, KSC Mfg. Shops (83)
James P. Strassburger, QC Supplier (87)
John H. Barnett Jr., Prod. (88)

Del Foster captures Skurla Trophy with two-over-par 74

ORLANDO, FLA.—Del Foster carded a two-over-par 74 on the Magnolia course at Walt Disney World near here on Saturday, January 29, to take low-scoring honors and the top prize in competition for the George Skurla Trophy. Roy Birdwell, who had a net 73 and shared low-net honors with Bill Henry, won that segment of the Skurla competition on a match of score cards.

In all, 84 golfers from the Grumman Operations team at Kennedy Space Center participated in the annual event. On hand for the tournament were Vice President George Skurla, director of Product Engineering and former director of Operations for Grumman at KSC, and Vice President Ralph Tripp, director of the Lunar Module Program.

It was a beautiful day to play golf—the temperature reached 85, the sun was shining brightly, and the Magnolia course, toured recently by many of the top pros during the Walt Disney World Open, was in perfect shape.

Holds two handicap

Foster, who works in Quality Assurance at KSC, is a two-handicapper. He showed a card of 38-36, including three birdies, three bogies, and one double bogey. Del also won closest-to-the-pin award, and Dick Hinshaw had the longest drive, 258 yards.

Among the other winners in the tourney were:

First flight—low gross: Mark DeCastro, 84; low net: Dick Hinshaw, 75.

Second flight—low gross: Mace Carnley, 99; low net: Bill Henry, 73.

Third flight—low gross: Leroy Kullman, 99; low net: Bill Riehl, 74.

Fourth flight—low gross: Jack Jarrett, 116; low net: Walt Mooney, 74.

Scura to defend billiards title

Two former two-time champions, Cosmo Scura and George Massey, are expected to be in the field for the 10th annual pocket billiards tournament, scheduled to open Thursday, February 24, at the House of Lords in Hicksville.

Elmination games—one loss and out—are based on 75 points, according to tournament director Mike Cherry of GAA. When the field is reduced to the final four players, each game will be based on 100 points and elimination will only be after two losses.

Massey won the tournament in 1964 and again in '69, while Scura has captured the pocket billiards title for the last two years, 1970-1971. If you want to match shots with these two standouts, fill in the blank contained on this page and return it to the GAA office, Plant 28B. Entry deadline is February 18.

Kroll, Quarto pace hoop spree

It's not likely that the Newcomers, who now sport an 8-1 record, will lose many more games—maybe no more games?—in the Tuesday night basketball league.

The defending champs didn't take too kindly to the surprising setback administered to them by the Hustlers recently and showed it by charging to two quick victories, 99-64 over the Druids and 98-68 over the Digits. Ed Krol led the league leaders to their win over the Druids as he dropped in 20 points. Other high scorers included Frank Quarto, 19; Vince Clerico, 18; and Lee Gendron, 17. John Ebron collected 21 points and Bruce Driver had 14 for the losers.

Quarto hit for 21 points to pace the triumph over the Digits, with Krol's 16 points and Gendron's 15 aiding that win. John Bell hit 17 points for the Digits.

Earlier, it was Quarto and Krol, with 23 and 16 points, respectively, as the Newcomers bounced the Digits, 94-83. John Brooks netted 15 points and Bill Levine contributed 14 for the losers.

Billiards Tourney Entry

Name ..... Ext. .....

Perm. No. ..... Dept. ..... Plant .....

Forward to GAA Office, Plant 28B, Bethpage

Entry deadline - Friday, February 18, 1972

Hank Womble

Womble near perfect with 199 rifle record

Hank Womble is at it again. The vehicle electronic design engineer from Plant 1 pushed the individual scoring record in the L.I. Industrial Rifle League to 199—just shy of being all-perfect—during a recent Grumman Gopher victory over IBM.

A couple of weeks ago, Womble had tied former teammate Rein Rand for the league mark with 198, but in the 777-715 win over IBM, Hank found the bullseye 19 out of 20 shots to score a 199 out of a possible 200. In .22 caliber fire, the target is located 50 feet from the firing line. That doesn't seem very far. But the bullseye is only one-eighth of an inch in diameter. Even with a scope on the rifle, that's a mighty small target to shoot at.

Earlier, Grumman dropped Pan American, 780-695, as Womble shot 196, Bob Lang, 195, Hilton, 196, and Brandis, 193.

U.S. table play draws top field

There's a promise of one of the biggest player turnouts — with an added entry possibility of the world's top team —scheduled for the U.S. National Table Tennis Tournament starting March 17 at Hofstra University.

According to Fred Danner of Plant 15, the defending Long Island Class C champ and a member of the planning committee for the Nationals this year, about 15,000 spectators are expected for the five playing sessions at the Hofstra Physical Fitness Center.

Besides having some of the top players in the world scheduled to compete, several of Grumman's premier players will participate in the three-day affair. Hy Dreksler of Plant 33, runner-up in the Suffolk open Class C tourney, Mark Fortune, the Bethpage champ, and former Bethpage champ Dan Banach are among the entries.

Over $1,000 has been contributed toward the prize fund by industry sponsors, and Danner expects the prize pot to grow to be one of the highest in national tournament history.

An added possibility is the entry of mainland China's world championship team. Danner says that talks were held this week to explore that situation.

Admission for the March 17-19 affair will be $2 for March 17 (day session), $3 for night and weekend general admission, and $5 for reserved section. Students can get in for half price.

For more information, call Danner on Ext. 87160, or write LITTA, P.O. Box 124, E. Patchogue, N. Y. 11772.

GAA ski trip

There's still time to get on board for GAA's second—and last—ski trip of the season. This one is scheduled for March 3-5, with accommodations at the Holiday Inn at Lenox, Massachusetts. Skiing will be on Bousquet Mountain near Pittsfield. The charge: 4-5 persons per room—$47.75 each; three per room—$52.75 each; two per room—$57.75 each. Rental of skis, poles, and buckle boots is $5 extra. The fee includes transportation. For further details, call Chet Baumgartner, GAA, Ext. 2133 or 2269.

Production appointments . . .

(Continued from page 3)

In 1966 he became general supervisor of Plant 6 and three years later, manager of Plant 6. His big hobby is basketball. He and his wife, Marion, have three children, ages 10 to 14, and live in East Northport.

In his new slot he will be responsible for all Product Manufacturing functions at Calverton. His office is in Plant 6.

Newly appointed director of Production is Joe Walker, who moves his base from Calverton, where he has been general manager since 1969, to Bethpage, Plant 2, Ext. 3940.

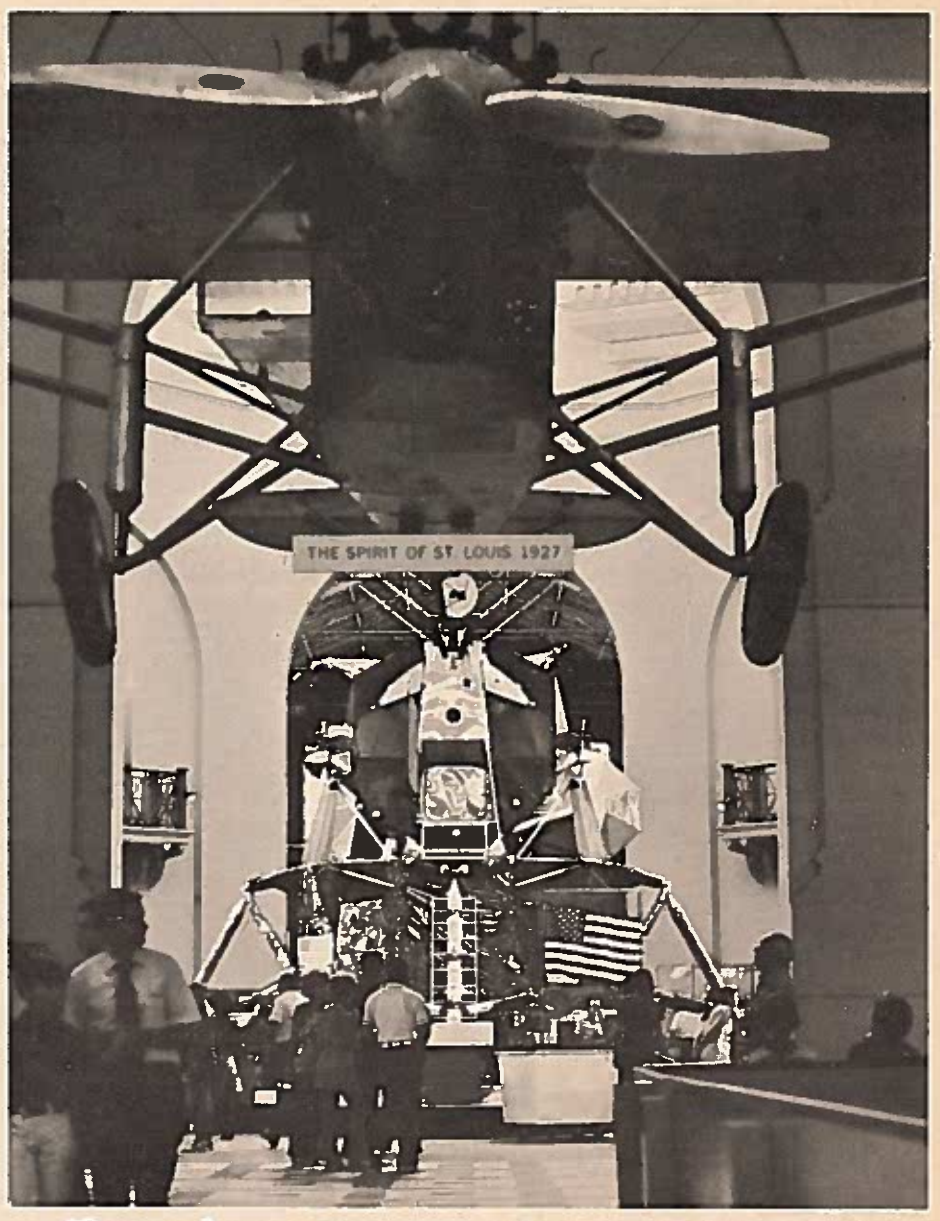
Walker, as director of Production, will "develop and implement standard production operating policies for all Operating Units and will interface with each Unit's general manager to insure efficient and coordinated operation. In addition he will maintain a balanced production work force in all skills."

Walker has had over 25 years in the electronics field, the last 15 with Grumman. He joined the Company as an electronics technician and was named foreman of Electronic Repair at Calverton in 1961. From 1963 through 1967 he was supervisor of the EA-6A Program and later assistant superintendent of Electronics at Calverton. In 1967 he became Flight Operations manager in Plant 7, the position he held until 1969 when he became general manager of Calverton.

Walker and his wife, Dorothy, live in Smithtown. They have a married daughter and a son, 16.

Stan Wierciński

Joe Walker



Then and now. NASA/Grumman's LM-2, as well as eight LM watercolors painted by Craig Kavafes of Presentations Services, are installed in the Smithsonian Institution in Washington, D. C. Lindbergh's Spirit of St. Louis is shown above with LM-2 in Smithsonian rotunda. (Photo by Fred Annette)

CALENDAR of events

Notice of events for period Feb. 25 - March 10 should reach Plane News by Tues., Feb. 15.

Am. Radio Club: Wed., Feb. 16, 5 p.m. WA2LQO radio shack on roof, Plant 5, bus. & oper. mtg. Emmett Goodman, Ext. 87125.

Amer. Prod. & Invent. Ctrl. Soc.: Tues., Feb. 15, 6:30 p.m., Holiday Inn, Plainview, spkr. Martin Antisdale on "Three Bears of Prod. Ctrl." Norm Heilweil, Ext. 7011.

Chess Club: Tues., 5 p.m., Plt. 3 cafe, tournament, games. Alex Ikonnikow, Ext. 7592.

Coin Club: Every Wed., 12:05 p.m., Plt. 25 Vendor Conf. Rms. Ken Hale, Ext. 3395.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plt. 3 cafe. S. Stone, Ext. 3652.

Ex-Servicemen's Club: Wed., March 1, 7:30 p.m., Plt. 28 audit., reg. mo. mtg. & nomination of offcrs. Vets counselor avail. every other Thurs. Al Kordula, Ext. 87259.

Family Campers: Sun., Feb. 6, 5 p.m., Plt. 18, gen. mtg.; Sat., Feb. 12, 7 p.m. Bavarian Inn, dinner-dance. Bill Lord, Ext. 2914.

Fencing Club: Mon. & Wed., 4:30 p.m., Plt. 30 cafe, competitive fenc. & instructions. Joe Campisi, Ext. 87587.

Flying Club: Fri., Feb. 11, 5 p.m., Plt. 28 audit, spkr. Hal Smith, GDS w/slides of ECO Systems work in Greenland. Stan Kalemaris, Ext. 7341.

Retiree Club: Wed., Feb. 23, 1:30 p.m., Holiday Manor, reg. mo. mtg. GAA, Ext. 2269.

Soccer Club: Sun., Feb. 13, 12:30 p.m., reserve team vs Forest Pk. @ Forest Pk.; 2:30 p.m., Premier team vs Salisbury @ Salisbury; Feb. 20, 12:30 p.m., Reserve team vs Jamaica Boys @ Grumman; 2:30 p.m. Premier team vs Astoria @ Grumman. Karl Herrnkind, Ext. 3470.

Stamp Club (Bethpage): Fist 3 Wed. of ea. mo. @ 5 p.m., Plt. 30 cafe, swap, circuit bks., sales, auctions, discussion. Marty Harow, Ext. 9171.

Ski Club: Sat., Feb. 19, 8 p.m., Holiday Manor Hicksville Rd., Bethpage. Bill Flynn, Ext. 1823.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

THOMAS G. BARNES of Project Engineering - Systems Technology, Plant 25, died January 29. He was 47 years old and had been with Grumman 24 years. His home was at 55 Sound View Dr., Huntington.

Don't let fondue turn disastrous

A beef fondue dinner could be a disaster instead of a delicacy if the cooking oil is overheated, according to Joe Gaigal of Corporate Safety.

During beef fondues, each diner uses a long fork to sear his own meat in a common kettle at the table. The meat is browned in oil and served with a variety of sauces.

The National Safety Council reports that some fondue-equipment manufacturers have distributed misleading instructions which say the oil is ready for cooking when it "bubbles." The Council says, "Cooking oil may smoke and eventually blaze before it ever 'bubbles' of its own accord. It may appear to bubble only after food is dipped into it."

For those persons who received fondue sets as holiday gifts, or who will be making beef fondue for the first time, the Council suggests these guides:

- A one-inch cube of fresh bread dipped into the oil should brown in 40 to 60 seconds when the oil is ready. If the oil starts to smoke, it is too hot and should be removed from the heat source immediately.
- Fill an electric fondue pot halfway with oil, and heat approximately 15 minutes, or until the oil reaches 400 degrees. To reduce splattering add one teaspoon salt to every three cups of oil. Blot excess moisture from the meat before cooking. Oil used in non-electric fondue pots should be carefully heated in an uncovered pan on the range.
- Use only metal pots with sloping sides for beef fondues. Ceramic pots used for cheese fondue, in which toasted cubes of bread are dipped into a melted cheese mixture, are not designed to withstand the high temperature of the cooking oil. Make sure the pot sits securely on a rimmed holder. Then enjoy.

Named to new post

Vice President Tom Johnson appointed Frank Dini manager of Hydraulics for Product Manufacturing, and he will report to Director of Production Joe Walker. Dini will be responsible for establishing manufacturing policies, procedures, and practices for the fabrication, installation, and support of test and acceptance for hydraulic systems throughout Product Manufacturing. He will also assure the readiness of a skilled hydraulic work force and for coordinating the movement of this work force among the Operating Units to meet cost, schedule, and quality objectives.

His office is in Plant 2, Ext. 2357.

Gabriel's 872 hit in Masters

Southpaw Ed Gabriel beat a steady tattoo on the sticks in the Masters League during a recent session, and when he had finished he had rung up a record 872 for the four-game set. Ed collected 225, 224, 222, and 201 in the spree, good enough to erase Fred Skirde's old mark of 841. Other top scores in the league included Jake Brouillard's 268-810, Don Eivers' 233, 233, 233, 225 for 852, John Betterino's 224-828, and Al Duspiva's 231- 806. Eivers and Betterino also pushed the D.J.s to a team mark of 2,398. . . . In the Nite Owl circuit, Judge Locke hit 627 with 226 and 210 assists, while Howie Strohl collected 233-612, John Harms, 241, and John Lampasone, 214.

Bob Washington took over runner-up honors in the Trader series parade with 636 on games of 210, 224, and 202. His closest pursuer in that round was John Stecker, who totaled 586 with a 209. Other highlights of recent action: Charlie Gosline's 202-579 and 202, 206, 201 for 609, Ken Smith's 203-225-594, Dom Sansone's 232-573, Tom Wright's 561. . . . Rocket readings showed Dennis Gensinger leading the hit parade with 227-582. In that field were Paul Havekotte, 206-576; Bob Safar, 202-552; and John Cortese, 550.

Don Vazquez, who's making a strong bid for the starting Grumman team in the L.I. Industrial tournament chalked up a 222-206-205-633 in Grey League play. Other bright spots: Mike Mole, 200-209-576; John Barbetta, 233-556;

Ed Gabriel

and George Barnes, who threw a 222, his first "200" ever. . . . Mike Mustapich shattered the high game record in Classified play as he fired a hefty 278 in his 620, thereby knocking the 246 held formerly by Ed Meaney and Bob Dudonis right out of the standings. Dudonis hit 216-595 in that session, while other highlights recently included Larry Orlando's 202-244-602, Charlie Catalano's 203-237-596, Farly Lockhart's 228-577, and Bob Hoehn's 224-575.

Rounding out the scores were: Red league—Hal Brower, 210-232-616; Bob Nielsen, 205-590; Tony Colacino, 203-588. . . . Aerospace—John O'Hanley, 201-231-613; Dave Evans, 203-211-593; Joe Aquilino, 573; Tom O'Connor, 563. . . . Century Mixed—Nancy Gentzlinger, 508; Bill Kallansrude, 204-565; Lynn McDonald, 531.

Ski team keeps schussing along

Although the eyes of the world were drawn toward the Winter Olypmics at Sapporo, Japan, for the past couple of weeks, there was ski action closer to home for the Grumman alpine team.

Against four other clubs—N.Y.U., Enzian, Swiss, and Tre-Rise—of the N.Y. Amateur Ski Team League, the Grumman Ski Club earned its second straight win of the young season on January 22-23, then came back the following weekend to score an upset victory for the Metropolitan New York Ski Council Championship.

At Pico Peak in Vermont, Carol Sweeney, Ellie Rosenberg, Peg Rosenberg, and June Bond finished second through fifth in the slalom to give the ski team a big jump in the team standings. In the men's slalom, Riho Melts finished first, while Frank Rosenberg was sixth, Dick Stinson, 11th (which also earned him a disqualification for a B medal since he registered a better time than some A racers), and Bob Schmitt, 12th. Bob Baciuska took a first in the B division, and Ron Cooke a third.

Downhill race results found Rosenberg in second place, Melts, third, Baciuska, fifth (disqualified for B medal), Schmitt, sixth, and Bob Donovan, 14th (disqualified for B medal).

Against 10 other clubs in the Metro council matchup, Grumman scored its upset as Rosenberg picked up a silver medal in the giant slalom and Melts finished second in the slalom. John Morse, Schmitt, and Alexis Cenko also finished in the top 10 to provide a strong finish as the Grumman club edged the Amateur Ski Club for the title.

In Intermediate competition on Round Top Mountain, Plymouth Union, Vermont, Mary Ellen Ott and Peg Penny finished 1-2, as did Dick Stinson and Ron Cooke. Frank and Ellie Rosenberg and Riho and Silia Melts were 1-2 in the husband-wife event.

Net team loses

It was bad news—not once, but twice—for the Grumman varsity hoop squad in recent L.I. Industrial action. Republic nearly blew Grumman right out of the gym, but a standout performance by Jim Cruthers—he had 18 points and contributed strong rebounding—kept the varsity from being overrun in a 79-63 defeat. Walt Gleich and Lee Gendron added 15 and 9 points, respectively.

In the next game, the Grumman basketball squad jumped off to a commanding 25-13 lead over the Nassau County Police, then fell behind 37-45 at the half. After the intermission, the varsity made a strong comeback to close within two points, 64-62, at the three-quarter mark, but the Nassau Police held on to win, 84-79.

Cruthers was again the high scorer for Grumman with 19 points. Ron Bartlett added 14 and Walt Gleich finished with 12.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

Wanted

CLARINET: B flat, student inst. 584-7348.

HOUSE: N. Shore Mid Isl. area, col., Victorian, or older house, 4 bdrm., 3 bath, formal din. rm., ga., bsmt., in $30s. 796-8288.

APT.: Bethpage or vic., 3 or 4 rm., yg. bus. couple, before 5/5. PE 5-1465.

APT.: Suffolk Co., for 2 retirees, under $200/mo. 698-1375.

MISC.: Gateleg tbl. or sma. drop leaf tbl., ladder bk. chr. or Deacon bench, reason. PY 8-0200.

APT.: Bethpage, Hicksville, Farmingdale, 3-4 rm., for bus. couple. 938-3512, after 5.

CAR: Chevy II, Falcon, or Valiant, '65-'66, 2-dr., 6 cyl. Bob Aha, Ext. 2465.

LAWN EDGER: Toto, for Toro pwr. handle. 221-3089, after 5 p.m.

BICYCLE: Blt. for 2. 724-5144.

APT.: 1 bdrm., or sma. house, Bethpage, approx. 5/15. 822-6742.

PWR. WINCH: For boat trlr., 3,000 lb. boat rating. AN 5-5676.

ENG. RACER: Used, good cond., reason. PI 2-4348.

SERV. MAN.: For '64 Ford Fairlane. 735-7370.

For Rent

APT.: Bay Shore, 3 lrg. rms., sma. apt. complex, park. space, pets allow., $190/mo. w/2 mo. security. 69-7155.

ROOM: Furn., 2 mi. Grumman. 798-1676.

ROOM: W. Islip, furn., pvt. ent. & bath. JU 7-5238, after 5 p.m.

GARD. APT.: Roslyn, 4½ rm., 2 fl., $270/mo. incl. util. 484-0474.

ROOM: Nr. Grumman. furn., nr. shop. & serv., gent. pref. MY 4-5814.

TRLR.: Hdtp. camper, slps. 7, stove, sink, refrig., dinette, avail. week or wkends, incl. Easter. HA 7-7344.

Ride Wanted

SUNRISE HWY.: Belmont Ave., W. Babylon to Plt. 30, 7:30-4 p.m. 669-4576.

Car Pool

PUPPIES: Mix German shep., blk/brown, gd. home. LI 1-2350.

E. ISLIP: Plt. 5 & 30, 8-4:30 p.m. JU 1-3584.

E. PATCHOGUE: To Plt. 3, 7:30-4 p.m., join or start. 289-4431, evgs.

KEW GARDENS: Queens to Plt. 1 or 4, 8-4:30 p.m. 212 441-9529.

BRONX: To Bethpage via Throgs Neck or Whitestone bridge. 212 FO 4-7261.

For Sale

MISC.: Hewlett-Packard 400D vac. tube voltmeter, $100; Varian G-10 strip chart record., $100. 825-6436.

GUITAR: Elec. Hagstrom II, sol. bdy., 2 pickups, trem. bar, case, $60. 884-3860.

BOOKS: New set of encyclopedias, Americana, A thru Z; 2 dictionaries; year books, science bks., $250. 732-5675.

TRANSMISSION: Chevy auto., pwr. glide, comp. rebit., fit all Chevys from '63-'70. $60. 212 347-6516, after 7 p.m.

VW: '71, lgt. blue, blk. vinyl int., AM/FM, new tires, snows, orig. owner, 39,000 mi., $1,400. PE 1-8887, after 3 p.m.

PONTIAC: '63 Star Chief, 4-dr. sed., rebit. eng., 3 new tires, $275. AM 4-2116.

FORD: '70 Galaxie, 4-dr. hdtp., fact. air, new tires, auto., pwr. steer., 20,000 mi., bal. of 50,000 mi. warr., $2,195. 427-3196.

OLDSMOBILE: '62, 88, 4-dr. hdtp., orig. owner, auto, pwr. steer. & bks., snows, 69,000 mi., $300. WE 8-8541, after 6 p.m.

MGB: '64, BRG, R&H, tonn. cov., stereo tape deck, ask. $490. PE 1-5752, after 5 p.m.

TRLR.: '69 Apache camper, slps. 4, mattresses, spare tire, ask. $350. 286-1173, after 5.

HONDA: '71, CB-350-K3, 2,600 mi., gold, helmet, elec. tart., ask. $775. 541-9449, after 5:30 p.m.

RANGE: G.E., blt-in deluxe 4 burner, 20x29 open, coppertone. 271-5583.

DIN. RM. SET: Contemp. 48x36 tbl. w/2 leaves, 4 chrs. 271-5583.

Rice emerging as top target gun

Al Berka had better look to his laurels as the top pistol shot at Grumman. Berka, the Grumman Security officer who has anchored many successful Company pistol teams in the past, competed with Dave Rice of the Plant 5 Photo Lab in the last few weeks, and in both encounters he came out second best. Al doesn't like that. But Dave does. You might call it friendly competition.

In .22 caliber firing in the expert division of the L.I. Industrial League, Rice outshot the chunky pistol champ 278-276 in a head-to-head encounter as he helped the Grumman A team score a 1,065-1,060 victory over the Grumman D squad. In that match, Herb Wolter's 265, John Crawford's 264, and Paul Pantason's 258 aided the A's total. High scorers with Berka on the D team were Art McKee, 266; Roger Seybel, 264; and Ed Bennett, 254.

Rice outshot Berka again, 282-273, but in that match they were teammates on the Grumman entry in the South Shore Center-Fire League that defeated Meadowbrook Sportsmen, 1,084-1,028. In center fire, shooters may use .38 or .45 caliber weapons. Rice led Grumman with his 282, Berka had 273, Mike Baumgarten, 272, and Ron Trenker, 257. The win put Grumman at 3-2 in the league.

Earlier, Art McKee fired 270, Al Berka, 269, and Greg Criscione, 268, as the Grumman Ds defeated the Grumman P team, 1,071-1,041. Hank Chau's 273 and Ron Trenker's 263 were high on the losers.

In the sharpshooter division, Fred Sender's 267 led the Grumman C team to a 975-821 victory over Republic.

For Sale

MERCURY: '71 Marquis, 4-dr. sed., pwr. disc bks., steer., air cond., climate control, $3,100. 249-1641.

MG: '69 Midget, BRG, ski rack, $1,250. OR 1-3063, after 6 p.m.

VALIANT: '64 conv., 60,000 mi., some bdy. dam., nds. minor work, $250. 732-0354.

DODGE: '68 Dart, cust., vinyl roof, big 6 cyl., std., 20 mpg, $1,050. AN 1-5187.

STA. WAG.: '65 Ford Country Squire, 6 pass., V-8, pwr. steer., $595. 921-0765.

CAMARO: '69, silver gray, 3-spd., 307, disc bks., mtd. snows, 28,000 mi. Ask. $1,400. AR 1-1109.

MERCURY: '66 Comet Caliente, 4-dr., 6 cyl., low mi., auto., $750. 472-1947.

STA. WAG.: '65 Country Squire, 10 pass., rebit. 352 eng. (by Ford), pwr. steer., bks., & rear wind., roof rack, 2 spares, hvy. dty. shocks. MO 7-7995.

LE MANS: '67, pwr. steer., auto., cons., vinyl tp., bkts., $900. D. O'Brien, Ext. 6340.

OLDS.: '64 Starfire, bkts., cons., tach., pwr. steer. & bks., R&H, w/ws, $500. 868-6344 after 4.

CADILLAC: '67 Sed. de Ville, full pwr., salmon w/blk. tp. & int., stereo syst., 56,000 orig. mi., $2,595. 273-4115 after 5.

HOUSE: Selden, 3 bdrm. ranch, ¼ acre, fncd. yd., full bsmt., att. gar., lge. eat-in kit., carpet, all maj. appli., s-s, $25,00. 473-8585.

VW BUS: '65, flared wh. wells., new paint, Camaro bkts., wd. pan., 57,000 mi., extras, $800. FL 2-3569, after 6.

HOUSE: S. Setauket, 3 Vill. schl., 2 story, ctr hall, 4 bedrm., 2 bath, eat-in kit., 21 ft. 1 rm., fam. rm. w/firepl., form. d. rm., ldry., att. gar., s-s, lndscpd., extras, $35,000. 751-6721.

HOUSE: Selden, 4 bedrm. col., 1½ bath, eat-in kit., form. d. rm., ctr. foyer, cath. ceil. l. rm., pan. fam. rm., 2-car gar., fncd., s-s, extras, 3 yrs., $31,500. 732-1107.

BUICK: '65 Wildcat, 4-dr. hdtp., forest grn., V-8, auto., pwr. steer. & bks., rear spkr., full pwr., xtras, $425. 437-0282.

MONTE CARLO: '70, all access. incl. fact. tape & air, $2,300. 878-2178.

MUSTANG: '65, 6 cyl., pwr. steer., new tires, R&H, xtra whls.. $425. 267-3303.

VW: '59, sun roof, 40,000 mi., transmission nds. work, $125 or best offer. 928-2748.

CAMARO: '69, V307, auto., pwr. steer., R&H, lt. grn. vinyl tp., belt. snows, burg. alarm, $1,800. 598-2853.

PONTIAC: '64 Tempest, 4-dr. sed., inspected, ask. $350. 931-1023.

CHEVELLE: '66 Malibu conv., V-8, auto., pwr. steer., new snows, $600. 698-2629.

KARMANN GHIA: '63 VW, blue, radio, mtd. snows, $375. 293-8343.

MONTE CARLO: '70, V8, fully equip., air cond., pwr. steer. & bks., R&H, auto., w/w, full whll. cov., sand & wh. 212 VI 9-3756.

OLDSMOBILE: '70 Cutlass, 4-dr. sed., pwr. steer., air cond., vinyl roof, 20,000 mi., $2,495. 261-1186.

FALCON: '64 Falcon, 2-dr., new eng. & tires. 234-0686.

PONTIAC: '68 Firebird 400 conv., 4-spd., posi. 427-9790.

IMPALA: '65 SS conv., pwr. steer. & bks., & winds., R&H, new bks., shocks, batt. & water pump, recent tune-up, 4 new tires, $775. 798-5865.

CADILLAC: '65 Coupe de Ville, turquoise w/blk. vinyl tp., pwr. steer., bks., & wind., 6 way seat, low mi., air cond. 472-2634.

HOUSE: N. Selden-Pt. Jeff. area, 8 rm., 50 ft. ranch, 3 bdrm., 1¼ bath, eat-in-kit., lndry., panel den, cath. ceil. liv. rm., full bsmt., gar., prof. lndscp., s-s, 5 appli., 80x120 plot, 1½ yr., xtras. 698-2873.

HOUSE: St. James, cust. cedar col., 3 bdrm., 1½ bath, din. rm., eat-in-kit., panel. den, bsmt., att. gar., lndscpd., xtras, $37,000. 584-7973.

HOUSE: N. Palm Bch., Fla., access. to ocean, 3 bdrm., din. rm. or 4th bdrm., fam. rm., air cond., 2 car gar., low 40s. 586-8971, after 7 p.m.

HOUSE: Uniondale, 4 bdrm. cape, asb. shingle, full bsmt., 1½ car det. gar., 40x100, gas heat, 20 yr., in grnd. spklrs., stor. attic, ask. $31,000. 929-6196.

HOUSE: Selden, 3 bdrm. ranch, din. rm., lrg. eat-in-kit., lrg. liv. rm. w/firepl., w-w, s-s, full bsmt., att. gar., treed fenc. lot, xtras, $27,600. 698-0143, after 4:30 p.m.

HOUSE: 4 bdrm. ranch, 15x20 master bdrm., lrg. playrm., 1½ bath, carpet., o'sz. gar., above grnd. pool., ½ acre. 273-3651.

For Sale

HOUSE: Commack, 3 bdrm., din. rm., eat-in-kit., s-s, gar. genc. ¼ acre, fin. bsmt. w/poss. 4th bdrm., carpet. & appli., nr. all pkwys, xtras, ask. $33,990. 543-4116.

HOUSE: Massapequa, leg. 2 fam./mother-daugh., 3 bdrm. up, 2 bdrm. apt. down, sep. ent. bath & kit., all brick, firepl., 100x100 corner plot, fully lndscpd., $200/mo. rental, 6% mtge. take o'avail., $36,000. 799-8788.

HOUSE: Stony Brook Vill., 2 story col., 8 yr., seclud. 2/3 acre, 4 bdrm., 1½ bath, 23 ft. liv. rm. w/ firepl., formal din. rm., lrg. fam. style kit., 2 car gar., front & rear poches, pool, low 50s. 751-2308.

HOUSE: 4 bdm. Dutch col., 7 rm., 1¼ bath, foyer, scrn. porch, firepl., gar., 60x100, nr. everything, $550 tax, Hollis, $33,900. 212 HO 5-0740.

LAND: 25 acres wood., 10x50 trlr., nr. rd. & mill pond, 8 mi. Monticello raceway, $1,250 per acre. WE 8-3991.

VW: '69 Squareback, auto., tan R&H, rear wind. defrost., xtra whls., $1,750. 221-8776, after 5:30 p.m.

CORTINA: '67 Eng. Ford mod. C, 4 cyl., R&H, 9,000 mi. on fully rebit. eng., new clutch & start., bkt. seats, 4-spd., 25 mpg, $500. 273-3750.

CHEVELLE: '64 Malibu SS, 2-dr., std., 6 cyl., pwr. steer., posi, bkt. seats, $400. 914 963-5622.

TRIUMPH: '67 Spitfire, 39,000 mi., ask. $850. 921-5124.

JAVELIN: '68 SST, V-8, pwr. steer., auto., $1,050; Sears dry., 1 yr., nds. minor repair, $50; Wurlitzer 4500 ogan, full keybds., 26 ped., sh-boom, chimes, etc., $1,450. 751-2308.

CHEVROLET: '64 Impala conv., R&H, new auto. tansm., carb., tp., & shocks, ask. $400. SU 1-3391.

OLDSMOBILE: '68 Vistacruiser, 6 pass. sta. wag., 350 hp, V-8, auto., pwr. steer. & bks., air cond., new tire & batt. 543-9463.

PONTIAC: '67 Catalina conv., pwr. steer. & bks., 4 new tires, $1,200. 751-1883.

VW: '66, new valve job, bks. & clutch assem., $650. 666-0994.

PONTIAC: '64 Catalina Ventura, 2-dr. hdtp. sed. 543-5443.

T-BIRD: '65, air cond., full pwr. 543-7490, after 6 p.m. 543-7490.

VW: '64, R&H, low mi. 883-6714, after 7 p.m.

VW: '62 Bug, sun roof, new w/w tires, rebit. eng., $195. AN 1-5480.

FORD: '67 cust. 500, 4-dr., auto., pwr. steer., air cond., $1,000. 864-9533.

CHEVROLET: '63, 9 pass. sta. wag., $125. WA 1-1493.

YAMAHA: '69 blk., 1, '68 blue, mod. YL-IE, 100cc paral. twin, 2-strok, oil mist inject., elec. & kick start., $600/both. JU 6-0461.

STA. WAG.: '65 Ford Country Squire, rebit. eng., pwr. steer., bks., & rear wind., hvy. dty. shock absobers, roof rack. MO 7-7995.

BUICK: '68 Le Sabre, 2-dr., pwr. steer. & bks., air cond., bkt. seats, snows, 42,000 orig. mi., xtras, $1,275. 826-0821.

MUSTANG: '70 Ford Mach I, blue, fact. air, fact. stereo tape & radio, low mi., auto., wh. int., best offer. 665-4920.

WAG.: Chevrolet Impala, 8 cyl., pwr. steer., auto., rack, new batt., & tires, $700. AN 5-6809.

CHEVROLET: '64 SS conv., 327, V-8, 4-spd., bkt. seats, ask. $400. 561-8651.

CADILLAC: '64, full pwr., all new tires, $900. CA 1-4712.

RIVIERA: '68, pwr. steer., bks., & wind., vinyl tp., air cond., new batt., tires, & bks., $1,995. C. Tarullo, Ext. 9781.

CAMPER: '64 VW, panel new bks. & clutch, SW/AM, 4-way 8 trk. stereo, tent & poles, Coleman heat., etc., $900. 475-5905.

STA. WAG.: '61 Jeep, 4 W.D., Warn hubs, plow, run. lgts. HA 7-5682.

MOTORCYCLE: '70 BSA, 650cc, Lightning, $1,200 or best offer. 744-5585, after 6 p.m.

CAMPER: Nimrod Camelot hdtp., slps. 6, dinette, used once, $700; Trojan Sport Fisherman, flybridge, Navy tp., 21 ft., $1,750. HR 3-4622.

YAMAHA: '70, 250cc, dirt & rd. bike, 6 mo., 1,200 orig. mi., $550. EM 3-6708, after 5 p.m.

TAPE PLAY.: A-R cassette w/12 tapes, $35; A-R FM stereo radio, $50. 888-9452.

TIRES: 2 reg. tread 9.50x14, 1 mtd., $15 or will trade for 1 reg. tread 9.15x15. 643-5380.

SNOWS: 2, 875x15 stud, used 1 season, 2 VW rims. 931-4261.

REFRIG.: 2 cu. ft. G.E. Hotpoint, $35. JU 6-6878.

For Sale

TRAVEL.: '63, 17 ft., slps. 6, gas stove, heat., icebox, hd., sink, hitch, jacks, mirrors, $1,200. 588-8967.

GREAT DANE: AKC, blk. & wh., ribbon winner, 8 mo., all shots, crop. ears, worm., loves child., watch dog, $250. 585-1692.

SCHNAUZERS: Minis, AKC, champ lines, raised w/ child., docked, crop., shots. 724-3482.

DACHSHUND: AKC, papers, fem., brown, all perman. shots, 1 yr., trained. 234-1281.

HOUSE: Selden, 4 bdrm. split, 1½ bath, w-w, s-s, xtras, $28,000. 473-1854.

PIANO: Wurlitzer spinet, $400. 931-5307.

PIANO: 90 yr. Grand Steinway, req. lrg. area, $125. HR 3-9016.

ORGAN SPKR.: Leslie, mod. 147 comp., $350. 212 TA 3-9885.

MOWER: 21 in. Pennsylvania reel, 3 hp B&S eng., $25. 598-1525.

CAMERA: 35mm Minolta A-2 w/case, lgt. meter, $35. 261-4816.

MISC.: Universal movie lite 650 watts; Fairfield movie editor, 8mm; 14GFA N8 splicer, 8 mm; 4 lite bar. Bren Schuierer, xt. 84218.

CAMERAS: 4x5 Spd. Graphic, 127mm Ektar lens, range finder, Polaroid bk., flash, $100; 3¼x4¼ Spd. Graphic, 127mm lens, range finder, flash, enlarger back, $50. HA 1-5064.

WASHER: Apt. sz. Hoover port. Spin-dry, stainless steel tub, $100. 226-7021, after 5 p.m.

POOL TBL.: 7 ft. Leval, all access., $95. 666-6138.

MISC.: 20, 4x4, ¼ in. masonite pnaels, $30; snow blower, $20. Vincent Milano, Ext. 2100.

WATER PUMP: Deep well, 1 hp Gould w/42 gal. tank, 1 y,.r 981-0665, after 6 p.m.

MISC.: Coin display case w/lock, new, $15; 10, '64 Bermuda crowns, unc., $12.50; 200 popular records, 78s, $20. CH 9-4557, after 4 p.m.

FISH BREED: Comp. set-up, 14-20 gal. del. tanks, 6-10 gal. tanks, 20 elec. pwr. filt., 1/3 hp air comp., earth filt., all access., $425. 541-8709, after 5 p.m.

ICE SKATES: Man's/boy's sz. 8, fig., new, $10. PE 5-8673.

SAILBOAT: Alcort Sunfish, used, spars 2 yrs., $200. 935-1644.

SPORTFISH: 35 ft., 275 hp Crusader, f.w.c, slps. 4, fully equip., $5,800. 666-5674.

SLOOP: 25 ft. sailboat, Pearson Cmdr., 3 sails, 6 hp outbd., slps. 4, fully equip., $5,900. 261-1186.

BOAT: '58 Owens, 31 ft., F/B, twin 225 FWG, '70 D/P mahog. hull, $8,500. 671-9363.

BOAT: Sears 12 ft. Jon, $65. 757-2212.

CATAMARAN: '65 B-Lion, trlr., $1,200. 744-1545.

BOAT: '69, 17 ft. Thunderbird Sioux, fbgl. tri hull, '69, 50 hp Merc. eng., elec. start, Navy tp., side curt. & cov., low hrs., xtras, '68 Holsclaw trlr., $2,500. MY 4-5165, evgs.

BOAT: '59, 14 ft. plywood w/mahog. deck, windshld., gas tank, ctrls., cables, steer. whls., 4 cush., Navy tp., comp. winter cov., lgt. & anchor, $300. 666-4275.

BOAT: '66 Glaspar, 16 ft., 55 hp Evinrude elec., new '69 Shipmate trlr., all curt., B/B seats, 12 gal., xtras, $1,195. PE 1-3759.

MOTOR: '69, 40 hp Johnson outbd., manual start, used 1 season, $350. 277-1039, after 6 p.m.

MISC.: 14 ft. boat, Owens, motor, trlr.; Revere tape record., T-3000; Fender elec. guitar; Sears wood lathe. HA 7-0245.

BOAT: 15 ft. wood w/trlr. & access., $175. 585-8359.

FURN.: 3 pc. sect. sofa, mod., $200. 293-8954.

BDRM. SET: Cherry mahog., dbl. bd., spr./matt., bkcase hdbd., 2 nite tbls., chest, dbl. dress., mirror, $195. 588-6793.

MISC.: Col. style couch/bd. comb. & club chr., $25; Bilt-Rite gold fold. carr., xtras, $30. 825-6157.

MISC.: Cherry mahog., lea. tp., end tbls. & 1 cocktail tbl., $50/ea.; 2 wh. & gold Bristol lamps w/silk 19 in. shades, $75/pr.; 1 fl. lamp, $15. 212 TW 1-5877.

KIT. SET: 4 gray chrome pad. chrs. & tbl., $35. JU 1-3125.

CHRS.: 4 wood. kit., $25. 588-6364.

MISC.: Hoover apt. sz. wash. mach., port., cppper-tone, $50; sumer carr. & car bd. combo, new, $10. 293-9157.

BISTRO SET: 5 pc., blk. wrought iron, ped. tbl., 30x30, wal. wood grain formica tp., wh. patent lea. round seats, $60. 757-2212.

MISC.: Studio bd/sofa, foam matt., avocado & gold print cov. w/bolsters, 2 mo., $75. 623-2987.

For Sale

SEW. MACH.: Deluxe President elec. port., attach., $35. MO 9-8171.

MISC.: Navy blue & wh. coach carr., $25; bow shaped ceramic tile wh/brown & gold coffee tbl., $35. 486-2571, after 5 p.m.

MISC.: Wal. Strokline crib w/matt., $25; fold. lift-out carr. w/matt., $15; 2 expen. window guards, $10. 928-2743.

BABY FURN.: Lullaby wh. prov. canopy crib & match. dbl. dress.; Bilt-Rite Pk. Ave. navy blue coach carr. 669-9022.

ENG.: '65 VW, 40 hp, rebit., comp. & install., $160. 273-6239.

MISC.: '71, 14 ft. Starcraft alum. Seafarer, deep & wide; '71, 18 hp Elnrude, 20 hrs.; '54 Elgin trlr., $800/all. HR 3-4978.

CAMPER: '72 Stardust Starcraft, new, heat., comp. kit., spare tire, gas btl.; doorstep, $1,750. 931-8542.

HOUSE: Smithtown, 6 rm. ranch, nite club bsmt., treed, xtras, $32,000. AN 5-6809.

HOUSE: Setauket, 3 bdrm. col., 2½ bath, panel. fam. rm., w-w, draperies, s-s, 1/3 wood. acre on cul-de-sac, xtras. $37,000. 751-9721.

PROPERTY: Ridge 1.2 acres, wood., resident. 543-2941.

GAS STOVE: 42 in. Magic Chef, 4 burner, oven timer, lite, stor., $35. AN 5-6809.

TBL.: 36 in. round wh. formica, 4 wh. chrs., $30. PY 6-8687.

FURN.: Traditional liv. rm., bdrm., din. rm., kit., best offer. WA 1-2083.

MISC.: 21 in. RCA blk. & wh. TV, $15; 39 in. hammered copper range hood, $10. Malvin Lynn, Ext. 86411.

CHEVROLET: '70 Malibu, drk. grn., 8 cyl., auto., pwr. steer, vinyl tp., cons., bkt. seats, 23,000 mi., ask. $2,150. JU 1-2854.

ROTO-TILL.: Sears 4 hp, 2 yr., 589-7107.

BICYCLE: 26 in. lgt-wgt. Royce Union, boy's, 3-spd. rear axle, caliper bk. front & rear, new red paint, $20 473-7458.

AQUARIUM: 55 gal. tank w/td., filt., pump, gravel, $75. 265-7697, after 6 p.m.

TROPICAL FISH: 27, most assort, catfish, up to 6 in. lg., $20. AT 9-3018.

DRUMS: Set of Andy K., bass, snare, std., mtd., fl. tom-toms, ft. ped. for bass, hi-hat std., (nd. cym.), new Zilgen crah cym. w/sizzlers, new Star Ride cym., ask. $150 or best offer. Jerry Altmann, Ext. 3214.

STEREO EQUIP.: Dyna PAS-3, pre-amp. & ST-70 amp., 140w peak pwr., $130. 751-1256.

RADIOS: Gen'l cov. receivers, Lafayette HA 63A band spread & S meter, $35; Lafayette HE 41 band spread, $30; Lafayette sig. gen., $25; Hallicrafters S-53A, $15. 929-4021.

MISC.: 2, C.B. radio base sta.; 2, C.B. radio auto. sets, all recond., $25/ea. Gus D'Errico, Ext. 3496.

MISC.: 16 ft. boat w/75 hp outbd. elec., trlr. & cov., $500; dinette set w/buffet & china, best offer; Deming well pump, $30; mobile ham sta., Heath xmitter/Gonset conv., $75; fix. ham sta., Heath, $100; antiq. AC radio, Atwater Kent, $35. 796-0617.

VW: '67 Ghia conv., lt. blue, $750. 724-7123.

plane
GRUMMAN
news

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Insurance offers wide coverage during times of family crises

(Continued from page 5)

ment, whether it's in an aircraft or in land travel. Coverage is three times the employee's annual base salary, with a minimum of $50,000 coverage.

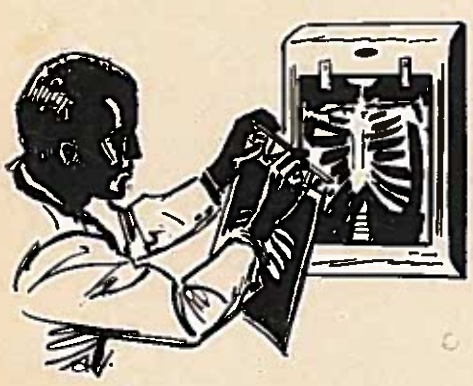
Q: People keep asking about dental care coverage.

DK: That's a difficult one. Some companies have had it and were dissatisfied. So far, we're waiting until the insurance company comes up with a better plan than they now offer. Of course, when the Company considers such a plan, it has to be concerned with the total package cost and whether we can afford it, and whether dental care, or some other medical benefit, is more vital to the individual employee.

Diagnostic care

Q: Can you bring us up to date on diagnostic insurance?

DK: Benefits have been added in recent years to help defray costs of diagnostic X-Ray examinations or laboratory tests made elsewhere than in a hospital, if ordered by a physician in connection with medical or surgical treatment. (Such tests if made in a hospital are part of the covered hospitalization.)



Q: Do you have any figures on claims paid in the course of a year?

DK: Yes. Medical claims in 1971 totaled 72,955. Employees received over 83,000 insurance checks in just that one year.

Q: Is there anything people can do to help settle claims quickly?

DK: Grumman maintains an Insurance Claims group because the Company considers the employees and their problems important. We like to provide individual handling of employee claims. Many people are either ill themselves or have illness in the family and they are under severe strain. It's easy for them to become confused as to what entitlements they have; what is covered and what is not. We can help to handle their individual problems.

Q: In the interest of quick settlement, what should they do?

DK: Well, this is important: We can't pay claims unless the necessary forms are completed and returned. Until we have evidence that an individual is sick and the diagnosis and the prognosis are filled out by the doctor and by the individual—until that form comes back to us we can't start paying disability insurance.

Sometimes employees are so ill or upset that they push the paperwork off, then wonder why the benefits aren't coming. The completion of these forms and getting them back to the Insurance office is of utmost importance.

Q: If you are sick, and your husband or your wife has to take care of the paperwork, where should he or she call?

DK: The Insurance Claims area, Plant 28, Ext. 3146.

Q: On the whole, how does Grumman's coverage stack up?

DK: We feel it's a comprehensive plan. The Company spends a surprising amount on benefits—would you believe $112 million a year ago? That, of course, includess all our fringe benefits: pensions, investment plan, workmen's compensation, bonuses, life insurance, hospitalization, vacations, holidays. . . . John Ince can mention some of the improvements to Grumman insurance.

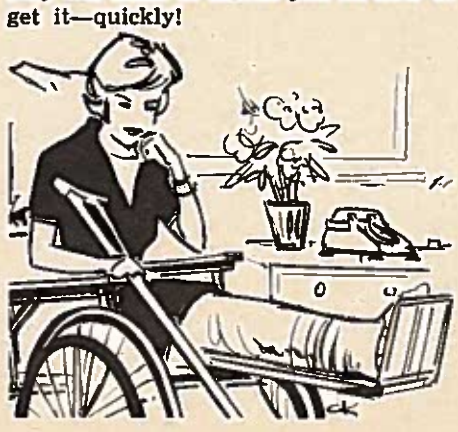
JI: For retirees at age 60 or older, with five years or more of service, we added full semi-private hospitalization for 70 days and raised surgical schedule to $550. That's fairly new, and we're looking into some aspects of that right now, to improve the coverage. Our Long-Term Disability is very innovative —one of the best in the industry. Recently we made several important improvements to our Pension Plan, entirely financed by the Company. We feel that it is one of the best. Also, Major Medical, raised from $10,000 to $25,000; and our hospitalization plan expanded from 70 days' hospitalization to 365 days for one occurrence.

Q: How does Grumman arrive at a decision to add something new to Grumman benefits?

DK: We feel Grumman is very much in the van, very much aware of the mounting costs and improvements in medical care, and concerned that all the Company benefits be as good and helpful as we can make them. We do keep track of other Long Island firms and aerospace companies throughout the country to make sure we know what's going on with new plans being offered by insurance carriers and aerospace firms. Our recommendations for benefit changes must be finally decided upon by Corporate management.

Q: Do you have any further suggestions on insurance?

DK: Well, possibly a key suggestion to always check with the Insurance group if you have any doubts about whether or not you are covered. Remember, they are fellow Grummanites, not employees of an insurance company. They are looking out for your welfare, and if you deserve payment they are there to advise you on how to get it—quickly!



Problem-solving. **John Becker, Ed Borgo, and Elliot Blond spread out a print while tracing circuitry in the animated display in the F-14 electrical system of the Trainer during an Engineering Functional Test.**

Product Support providing Navy with logistic backup for Tomcat

(Continued from page 2)

As Graaf says, finding such people is difficult.

Nor is that all that Product Support is concerned with on the F-14 program. There's the "spares" area, and that's as complex and demanding as any of the other Support disciplines. "At the start —as with any new aircraft—when F-14 was in the conceptual stage, in research and development, and then in flight test, we have to get a handle on what types of spare parts will be needed, and where," says Bob Abernathy, assistant manager of Supply Operations. "We have to balance costs against various operational and maintenance factors, such as: What repairs should be made at each customer maintenance level? What items should be discarded because it doesn't pay to repair them? What pieces of equipment are most likely to fail, and how often? What assemblies should be kept aboard ship . . . and is there space to keep them there?"

Hard choices

Since spares selection has a major impact on total program cost and on aircraft operational readiness, a lot of hard choices must be made long before aircraft gets into the Fleet. Even though Abernathy says that the selection of spares "has become a fairly scientific process," there have to be "guesstimates" along the line, based on past history. These help, as do math models. Then, too, all items are coded and tracked over a period of time. As usage data flow in, estimates are refined and spares inventories become increasingly accurate. "The primary objective," says Abernathy, "is to define a spares inventory that will ensure maximum aircraft operational readiness at minimum supply cost." So it's an ever-shifting scene.

By getting all of these pieces of Support activity to play together harmoniously — to become a truly **integrated** logistic support (ILS) team—the Company is (in the words of Dalva) "assuring the customer that he is getting every bit of the support he is paying for—and on time. It permits the establishment of effective contractual and person-to-person relationships with the customer. The program organization and its output is the part of Grumman that the customer sees.

"As a result of the increasingly complex roles played by the Navy and the Company—mandated by the explosive new technology—our responses must be quicker and fuller, and that's just what's happening."

Holiday note

One of those non-birthday holidays brightens the February scene, with Plane News and the printer observing the Washington's birthday holiday on Monday, February 21. Because of the lost day, Plane News will be distributed on Monday, February 28, instead of Friday, the 25th. That will be the last official holiday until Monday, May 29.